ROSSENDALE BOROUGH COUNCIL

AGENDA ITEM: D2

Report Title:	Electric Vehicle Charging Infrastructure Strategy		
Report to:	Cabinet	**Date:**	15th July 2026
Report of:	Climate Change Programme Officer	**Cabinet Portfolio:**	Environment and Corporate Services
Cabinet Lead Member:	Councillor Lythgoe	**Wards Affected:**	All
Key Decision:	☒	Forward Plan ☒	General Exception ☐ Special Urgency ☐
Integrated Impact Assessment:	Required:	No	Attached: No
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Valley Plan Priorities	**Thriving Local Economy:** This involves securing new inward investment, creating a sustainable economy, matching local skills with future job opportunities, and supporting town centres as unique destinations.	☒
	High Quality Environment: This includes having a "clean and green" local environment, reducing the borough's carbon footprint, improving waste and recycling rates, and delivering new homes with a good mix of housing tenures.	☒
	Healthy & Proud Communities: This priority focuses on improving the health and physical/mental wellbeing of residents, reducing health inequalities, ensuring access to better leisure facilities and health services, and fostering a sense of pride in the community.	☐
	Effective & Efficient Council: The aim is to provide good quality and responsive services, embrace new technology, be a financially sustainable council with a commercial outlook, and ensure sound governance.	☐

1. PURPOSE OF THE REPORT AND EXECUTIVE SUMMARY

1.1 In September 2019, Rossendale Borough Council declared a Climate Emergency and subsequently adopted a Climate Change Strategy and Action Plan, which prioritises the decarbonisation of transport.

1.2 The Council's Climate Change Action Plan includes actions to expand both the Council's operational and publicly accessible electric vehicle (EV) charging infrastructure to support the transition to low-carbon transport.

1.3 To provide a clear and coordinated framework for the future delivery and expansion of EV charging infrastructure across the borough, the Council has developed an EV Charging Infrastructure Strategy.

1.4 This report presents the Rossendale Borough Council Electric Vehicle (EV) Charging Infrastructure Strategy.

2. RECOMMENDATION

2.1 That Cabinet approves and adopts the Electric Vehicle Charging Infrastructure Strategy.

3. BACKGROUND AND REASON FOR THE DECISION

3.1 Rossendale Borough Council declared a Climate Emergency in September 2019, subsequently adopted a Climate Change Strategy and Action Plan, and set a target for the Council's operational emissions to be net zero by 2030.

3.2 Transport is the largest emitting sector of greenhouse gas emissions in Rossendale, accounting for 36% of the borough's total emissions in 2021. The Council has therefore prioritised the decarbonisation of transport and has initiated a range of interventions, including supporting the transition to electric vehicles (EVs).

3.3 The Government has committed to ending the sale of new petrol and diesel cars and vans by 2030, with all new cars and vans required to be zero-emission at the tailpipe from 2035. This will increase demand for charging infrastructure and presents particular challenges in Rossendale, where areas with high levels of terraced housing and limited off-street parking may be disadvantaged compared to households with access to private driveways.

3.4 Initial modelling, based on national forecasting assumptions and local demand analysis, suggests that Rossendale will require approximately 462 publicly accessible charging sockets by 2030, increasing to around 1,211 charging sockets by 2035. This forecast has informed the Council's phased approach to EV infrastructure delivery and the prioritisation of suitable charging locations across the borough.

3.5 In 2024, the Council, in partnership with Connected Kerb, installed 30 publicly accessible EV charge points comprising 52 charging sockets across a number of Council-owned car parks. Funded through the Government's Off-Street Residential Chargepoint Scheme (ORCS), the project established an important foundation for supporting the transition to electric vehicles within the borough.

3.6 The EV Charging Infrastructure Strategy provides a framework for the future deployment of EV charging infrastructure across the borough, building on the Council's initial investment in public charging infrastructure and supporting the continued expansion of the network to meet future demand.

The Electric Vehicle Infrastructure Strategy

3.7 The overarching aim of the Strategy is to support and accelerate the transition to electric vehicles in Rossendale, contributing to the Council's wider ambitions to reduce carbon emissions, improve air quality, and promote sustainable and active travel in line with the Valley Plan.

3.8 The Strategy focuses primarily on EV charging infrastructure for cars and vans, including taxis, private hire vehicles and delivery vehicles and sets out the current position of electric vehicle take-up in Rossendale as well as setting the future pathway to support increased uptake of electric vehicles for residents, visitors and local businesses.

3.9 Development of the Strategy has involved engagement with suppliers of electric vehicle charge point infrastructure to ensure it is based on the latest available information in this rapidly evolving market. The Strategy takes into account the latest projections for electric vehicle uptake, and therefore the requirements for different types of charging infrastructure, to ensure that a lack of charge points is not a barrier to the future take-up of electric vehicles.

3.10 The Strategy acknowledges the role the Council has in providing local leadership in this area to set an example for residents and local businesses to follow, however it also highlights the key areas which are outside of the control of the Council. Therefore, officers continue to work with Lancashire County Council to expand EV infrastructure in the borough particularly for residents who rely on on-street parking.

3.11 The objectives of the Strategy are to:

- Deliver an accessible, high quality, and strategically distributed EV charging network across Rossendale.
- Support the delivery of EV charging infrastructure on Council-owned land and assets.
- Increase awareness and uptake of electric vehicles across the borough and lead by example through the Council's own operations and fleet transition.
- Work alongside Lancashire County Council, as the local highways authority, to support the delivery of publicly accessible EV charging infrastructure in on-street residential parking locations across the borough.
- Encourage new developments and major refurbishments to incorporate accessible EV charging infrastructure.

3.12 Key actions to support the delivery of the Strategy in the short, medium and long term include:

- Expand the provision of publicly accessible EV charging infrastructure across the borough, particularly at Council-owned car parks and key destination sites.
- Work in partnership with Lancashire County Council to support the delivery of on-street residential EV charging infrastructure.
- Secure external funding and investment opportunities to support future infrastructure delivery.
- Undertake site assessments and identify priority locations for future EV charging hubs across the borough.
- Encourage supermarkets, visitor attractions, transport hubs and other private sector operators to provide publicly accessible EV charging infrastructure.
- Support the transition of the Council's fleet to low-emission and electric vehicles through the phased rollout of operational charging infrastructure.
- Encourage new developments and major refurbishments to incorporate accessible and future-proof EV charging infrastructure through the planning process.
- Promote EV uptake through public awareness campaigns, stakeholder engagement and community partnerships.
- Monitor emerging legislation, accessibility standards, technologies and industry best practice to inform future infrastructure delivery.
- Explore opportunities for innovation, including community charging schemes, shared mobility initiatives, battery storage solutions and other sustainable transport technologies.

Delivery Priorities

3.13 An assessment of Council-owned sites and public car parks was undertaken to identify locations suitable for future EV charging infrastructure deployment. The review considered:

- land ownership and operational control;
- parking capacity and utilisation;
- accessibility and visibility;

- proximity to key destinations and community facilities;
- electrical infrastructure and grid accessibility;
- and opportunities for future expansion.

3.14 Key locations for potential rapid or ultra-rapid chargepoints have been identified, considering both the key destinations across the borough and the availability of space to locate rapid charge points. These locations include town centre car parks, leisure destinations and other strategic locations capable of supporting rapid charging infrastructure.

3.15 Priority locations identified through the assessment include:

Site	**Area/Ward**
Marl Pits Leisure Centre	Hareholeme & Waterfoot
Adrenaline Centre	Helmshore
The Whitaker	Longholme
The Ashcroft / Riverside	Whitworth
Car Park, John Henry Street	Whitworth
Car Park, Lavengreave	Whitworth
Car Park, North Street	Whitworth
Car Park, Station Road	Whitworth
Kay Street	Hareholme & Waterfoot
Newchurch Road	Hareholme & Waterfoot
James Street	Hareholme & Waterfoot

3.16 The Council will consider a range of delivery models for EV charging infrastructure, including local authority-led, partnership, concession and privately funded approaches. Delivery arrangements will be assessed on a case-by-case basis to ensure value for money, minimise risk and support the delivery of an accessible, reliable and future-proof charging network across Rossendale.

3.17 Subject to approval of the Strategy, implementation will be progressed through a phased approach. During 2026/27, the Council will review delivery and procurement options, engage with potential delivery partners and funding bodies, and develop priority projects. Where appropriate, procurement and contractual arrangements will be progressed during 2026/27 to support continuity of delivery and minimise risks associated with Local Government Reorganisation. Infrastructure delivery will then be implemented in phases, subject to funding availability and the necessary approvals. Throughout the lifetime of any agreements entered into with delivery partners, the Council will work collaboratively with them to develop a wider range of EV charging schemes across the borough. This may include the provision of charging infrastructure on third party land, at key tourism destinations, business and employment locations, retail destinations and at strategic locations close to the highway network.

3.18 The Electric Vehicle Charging Infrastructure Strategy was considered by the Overview and Scrutiny Committee at its meeting on 15th June 2026. Following consideration of the report, the Committee resolved to recommend that Cabinet approve and adopt the Electric Vehicle Charging Infrastructure Strategy.

4. RISK

4.1 Failure to adopt the Strategy may result in a lack of a coordinated approach to the future provision of EV charging infrastructure across Rossendale, reducing the Council's ability to respond to increasing EV demand, secure external funding opportunities and support wider climate change, air quality and sustainable transport objectives. The Strategy provides an evidence-based framework for identifying future charging requirements, prioritising suitable locations and exploring delivery opportunities, and will be reviewed periodically to reflect changes in technology, funding opportunities and market conditions.

5. SECTION 151 OFFICER COMMENTS (FINANCE)

5.1 The adoption of the EV Charging Strategy does not commit the Council to any expenditure at this time. Any future infrastructure projects or funding requirements arising from the Strategy will be subject to separate budget requests and financial appraisal in accordance with the Council's governance procedures.

6. MONITORING OFFICER COMMENTS (LEGAL)

6.1 There are no specific legal implications arising directly from the adoption of the Strategy. Any future projects arising from the Strategy will be subject to separate legal consideration and procurement requirements where applicable.

7. INTEGRATED IMPACT ASSESSMENT IMPLICATIONS

7.1 The EV Charging Strategy supports the Council's climate change, air quality and sustainable transport objectives. The Strategy also seeks to improve access to EV charging infrastructure across the borough, including for residents without access to off-street parking. Any future infrastructure projects arising from the Strategy will be subject to further assessment where required.

8. POLICY/STRATEGY FRAMEWORK IMPLICATIONS

8.1 The Strategy supports the Council’s Climate Change Strategy and net zero ambitions by providing a framework for the future deployment of EV charging infrastructure across Rossendale. The Strategy also supports wider objectives relating to sustainable transport, air quality improvement and transport decarbonisation.

9. LOCAL GOVERNMENT REORGANISATION IMPLICATIONS

9.1 There are no immediate Local Government Reorganisation implications arising from this report. Any future EV charging infrastructure projects and delivery arrangements will be considered in the context of emerging local government structures across Lancashire where appropriate.

10. BACKGROUND PAPERS

10.1 Electric Vehicle Charging Infrastructure Strategy 2026-2030.

ROSSENDALE BOROUGH COUNCIL

ELECTRIC VEHICLE CHARGING INFRASTRUCTURE STRATEGY

2026-2030

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Responsible Service	Economic Development	**Version/Status**	Final
Responsible Author	Kwabena Osei Poku	**Date Agreed/ Agreed At**	
Date last Amended	29/06/2026	**Due for Review**	2029/30

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1. Introduction

1.1. Background

Rossendale Borough Council declared a Climate Emergency in September 2019. Following this, a Climate Change Strategy and Action Plan[1] was adopted in 2020. The Council has committed to the following aims:

- that the Council aim to reduce its organisational carbon emissions to net zero by 2030;
- that the Council commit to working with partners to aim to reduce the borough's carbon emissions to net zero by 2050 at the latest;
- the Council must play its part by demonstrating leadership on this issue

The Climate Change Action Plan, revised in July 2024,[2] includes the following actions to support the decarbonisation of transport:

- develop Electric Vehicle (EV) charging infrastructure strategy
- support Lancashire County Council in the delivery of the LEVI-funded EV charging infrastructure programme to expand the network of EV charge points across the borough.

Domestic transport accounted for approximately 31% of the UK's greenhouse gas emissions in 2025, making it the largest emitting sector nationally.[3] Despite improvements in vehicle efficiency and the increasing uptake of electric vehicles, domestic transport emissions have reduced by only 9% since 1990, compared with significantly greater reductions achieved across the UK economy as a whole. This reflects the continued reliance on petrol and diesel vehicles and the long-term growth in road travel.

A similar pattern is evident within Rossendale, where transport accounted for approximately 36% of the borough's total carbon emissions in 2021 (Figure 1), making it the largest source of emissions locally. Despite progress in reducing emissions from other sectors, reductions in transport emissions have been comparatively limited. In addition to its contribution to climate change, road transport is a significant source of air pollution, with adverse impacts on public health and environmental quality.

Recognising these challenges, Rossendale Borough Council's Climate Change Strategy identifies reducing the need to travel, reducing vehicle miles travelled and supporting the transition to lower-emission forms of transport as important elements of achieving the borough's climate change and air quality objectives. Encouraging greater use of public transport, walking, cycling and shared mobility will remain central to the transition towards a more sustainable transport system.

However, Rossendale's geography, dispersed settlements and travel patterns mean that private vehicles are likely to continue to play an important role in meeting the mobility needs of residents, businesses and visitors. Supporting the transition from petrol and diesel vehicles to electric vehicles, alongside measures to reduce car dependency and encourage sustainable modes of transport, will therefore form an important part of the borough's transition to net zero.

An accessible, reliable, inclusive and appropriately distributed EV charging network will be essential to supporting this transition. This strategy sets out the Council's approach to facilitating and supporting the development of EV charging infrastructure across Rossendale, working with public

[1] Climate Change Strategy 2020-2030. Available at: rossendale_council_climate_change_strategy
[2] Net Zero Rossendale (2020 to 2030). Available at: NET ZERO ROSSENDALE
[3] Department for Energy Security and Net Zero (2026), *2025 UK Greenhouse Gas Emissions: Provisional Figures*. Available at: 2025 UK greenhouse gas emissions

and private sector partners to ensure that future provision responds to local needs, changing demand and the continued growth in EV adoption.

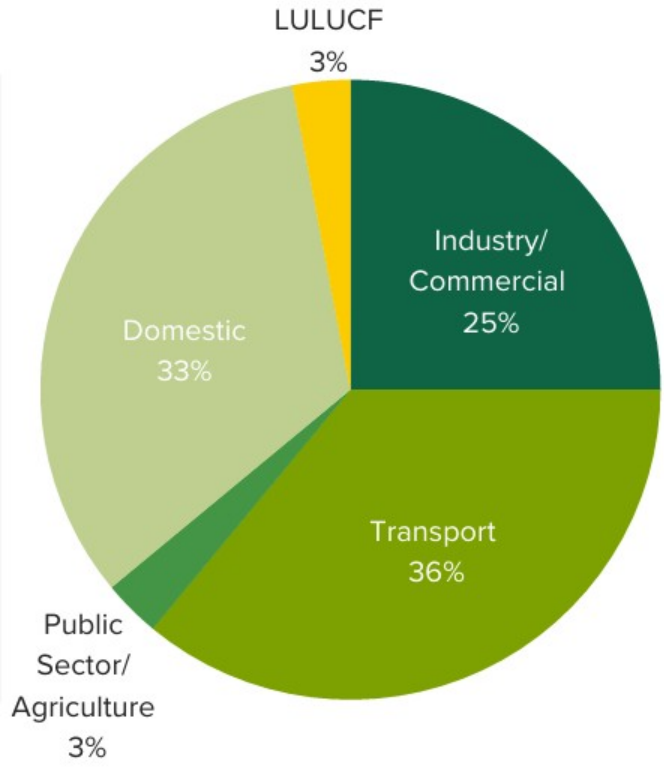

Figure 1-Carbon Emissions by Sector in Rossendale (Source: NET ZERO ROSSENDALE)

The transition from petrol and diesel vehicles to electric vehicles therefore represents an important component of Rossendale Borough Council's approach to achieving its climate change and air quality objectives. Supporting this transition will help reduce greenhouse gas emissions, improve local air quality and contribute towards the Council's ambition of achieving net zero across the borough.

National policy is expected to accelerate the uptake of EVs over the coming decade. The UK Government has committed to phasing out the sale of new cars powered solely by internal combustion engines from 2030, with all new cars and vans required to be zero-emission by 2035.[4] In parallel, the Zero Emission Vehicle (ZEV) Mandate requires vehicle manufacturers to increase the proportion of zero-emission vehicles sold over time.[5] As EV uptake increases, demand for accessible and reliable charging infrastructure is also expected to grow significantly. The development of a comprehensive, accessible and reliable charging network will therefore be essential to supporting the transition.

This strategy sets out the Council's approach to facilitating and supporting the development of EV charging infrastructure across Rossendale. It seeks to ensure that residents, businesses and visitors have access to appropriate, accessible and reliable charging facilities, while supporting the wider transition towards a low-carbon and sustainable transport system. The strategy will be

[4] Department for Transport (2025), *Phasing out sales of new petrol and diesel cars from 2030 and supporting the ZEV transition: Government response*. Available at: Phasing out sales of new petrol and diesel cars from 2030 and supporting the ZEV transition

[5] Department for Transport, *Zero Emission Vehicle Mandate*. Available at: Vehicle Emissions Trading Schemes

reviewed periodically to reflect changes in technology, national and local policy, funding opportunities, market conditions and patterns of EV adoption.

1.2. Scope of the Strategy

This strategy covers the administrative area of Rossendale Borough Council and focuses on the provision of Electric Vehicle Charging Infrastructure (EVCI) needed to support the transition towards low-carbon transport across the borough.

The strategy considers the EV charging needs of four key user groups:

- residents of Rossendale, including households without access to off-street parking or private home charging.
- businesses, employees, taxi and private hire vehicle operators, commercial fleet operators and community transport providers.
- Rossendale Borough Council fleet vehicles and staff.
- visitors travelling to, from and through the borough.

The strategy primarily focuses on EVCI for cars, vans and other light commercial vehicles. It does not specifically consider charging infrastructure requirements for buses, heavy goods vehicles (HGVs) or other specialist vehicles, as the planning and delivery of infrastructure for these vehicle types will largely be led by transport operators, fleet owners, infrastructure providers and relevant national and regional bodies.

Similarly, while the Council supports active travel and wider sustainable transport initiatives, charging infrastructure for e-bikes, e-scooters and other forms of electric micromobility falls outside the scope of this strategy and may be considered through wider transport planning and active travel initiatives.

For the purposes of this strategy, the term Electric Vehicle (EV) refers to a vehicle that can be charged using an external electricity supply. This includes Battery Electric Vehicles (BEVs) and Plug-in Hybrid Electric Vehicles (PHEVs). Hybrid vehicles that cannot be charged from an external electricity supply are not included within this definition.

An EV charge point refers to the charging equipment used to supply electricity to an electric vehicle. A charge point may provide one or more connectors through which vehicles can be charged. For the purposes of this strategy, Electric Vehicle Charging Infrastructure (EVCI) refers collectively to the charge points, electrical connections, associated equipment and, where applicable, designated parking bays required to provide an EV charging service. Where statistical data are presented, the strategy will use the terminology and definitions applied by the relevant data source. This is important because terms such as charge point, charging device, connector and charging location may be defined and counted differently across datasets.

2. Policy Context

2.1. National

National policy strongly supports the transition to EVs as a key measure for reducing transport emissions and achieving the UK's net zero ambitions.

In 2021, the UK Government published *Net Zero Strategy: Build Back Greener*, which sets out the pathway to achieving net zero greenhouse gas emissions by 2050 and identifies the transition to zero-emission vehicles as a key component of transport decarbonisation.[6] The strategy is supported

[6] Department for Energy Security and Net Zero (2021), *Net Zero Strategy: Build Back Greener.* Available at: Net Zero Strategy: Build Back Greener

by *Decarbonising Transport: A Better, Greener Britain*, which outlines the Government's plans to decarbonise the entire transport system by 2050 through investment in cleaner vehicles, public transport, active travel and supporting infrastructure.[7]

To accelerate the transition to electric vehicles, the Government has introduced the *Zero Emission Vehicle (ZEV) Mandate*, which requires vehicle manufacturers meet progressively increasing annual targets for the sale of zero-emission cars and vans, supporting the transition towards all new cars and vans being zero-emission by 2035.[8]

The Government's vision for EV infrastructure is set out in *Taking Charge: The Electric Vehicle Infrastructure Strategy*, which identifies local authorities as key delivery partners in developing a comprehensive, accessible and reliable charging network. The Government estimated that the UK could require at least 300,000 public charge points by 2030, with infrastructure delivery supported by public funding programmes and increasing private sector investment. In England, this includes the Local Electric Vehicle Infrastructure (LEVI) Fund, which supports local authorities to expand local charging provision, particularly for residents without access to off-street parking.[9]

These policies establish a clear national direction towards the widespread adoption of electric vehicles and the expansion of charging infrastructure. This strategy supports those ambitions by setting out Rossendale Borough Council's approach to facilitating the development of EV charging infrastructure across the borough.

2.2. Regional

The *Lancashire and Blackburn with Darwen Electric Vehicle Infrastructure Strategy (2023)* provides the strategic framework for the coordinated deployment of EV charging infrastructure across Lancashire. The strategy aims to ensure that charging infrastructure is delivered in a manner that is accessible, equitable and responsive to local demand, with particular emphasis on supporting residents without access to off-street parking[10].

Key priorities include coordinating infrastructure delivery across local authorities, identifying suitable charging locations based on current and projected demand, securing external funding and private sector investment, and monitoring EV uptake and charging behaviour to inform future deployment. The strategy also recognises the importance of increasing public awareness and stakeholder engagement to support the transition to electric vehicles.

Lancashire is developing a new *Local Transport Plan (LTP)* for 2025–2045, which will provide the strategic framework for future transport investment and policy across the county. The emerging Plan seeks to support a more sustainable, connected and resilient transport system, including measures to improve public transport, support walking and cycling, reduce transport-related emissions and enable the transition to cleaner vehicles.[11] The provision of accessible and reliable EV charging infrastructure will therefore play an important role in supporting Lancashire's wider transport decarbonisation ambitions and ensuring that Rossendale is well positioned to respond to future growth in EV uptake and charging demand.

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[7] Department for Transport (2021), *Decarbonising Transport: A Better, Greener Britain.* Available at: Transport decarbonisation plan

[8] Department for Transport (2024), *Zero Emission Vehicle (ZEV) Mandate.* Available at: Pathway for zero emission vehicle transition by 2035

[9] Department for Transport (2022), *Taking Charge: The Electric Vehicle Infrastructure Strategy*. Available at: UK electric vehicle infrastructure strategy

[10] Lancashire County Council and Blackburn with Darwen Borough Council (2023), *Lancashire and Blackburn with Darwen Electric Vehicle Infrastructure Strategy.* Available at: Electric vehicle charging in Lancashire - Lancashire County Council

[11] Lancashire Combined County Authority, *Lancashire Local Transport Plan 2025–2045*. Available at: Lancashire Local Transport Plan 2025 to 2045

2.3. Local

The *Valley Plan 2025–2029*[12] sets out Rossendale Borough Council's vision and priorities for the borough (Figure 2), including creating a thriving place to live, work and visit while responding to the Climate Emergency. Following the Council's declaration of a Climate Emergency in 2019, the Valley Plan commits the Council to leading by example in reducing carbon emissions and supporting the transition to a more sustainable future. The development of accessible and reliable EV charging infrastructure will contribute to these ambitions by enabling the transition to lower-emission transport and supporting reductions in transport related emissions across the borough.

Figure 2-The Valley Plan 2025–2029 Key Priorities

The Council's Climate Change Strategy 2020–2030, refreshed in 2024, identifies transport decarbonisation as a key priority and recognises the need to reduce emissions from road transport through a combination of sustainable travel measures and the transition to low-emission vehicles. The accompanying Climate Change Action Plan includes commitments to support electric vehicle adoption, improve sustainable transport options and reduce carbon emissions from both Council operations and the wider borough.

Rossendale's geography also presents specific transport challenges. The borough comprises a number of dispersed settlements within a predominantly Pennine valley landscape, contributing to continued reliance on private vehicles for many journeys. While public transport, walking and cycling remain essential components of a sustainable transport system, electric vehicles are expected to play an important role in reducing emissions from journeys that continue to rely on private and commercial vehicles.

[12] Rossendale Borough Council (2023), *The Valley Plan 2025–2029.* Available at: Valley Plan 2025/29 | Rossendale Borough Council

Figure 3- Climate Change Strategy 2020-2030

This Electric Vehicle Charging Infrastructure Strategy supports the delivery of these objectives by providing a framework for the continued development of accessible, reliable and well distributed charging infrastructure across Rossendale. By supporting and enabling the transition to electric vehicles, the Strategy will contribute to reducing carbon emissions, improving local air quality and supporting the Council's wider net zero ambitions.

3. Current position within Rossendale

3.1. Current EV uptake and charging infrastructure provision

Figure 4 illustrates the growth in plug-in vehicle registrations in Rossendale between Q4 2020 and Q1 2025. The number of licensed plug-in vehicles in the borough increased from 249 in Q4 2020 to 1,315 in Q1 2025 [13], a more than fivefold increase over the period. Although these figures do not capture vehicles registered outside the borough but regularly used within Rossendale, they demonstrate substantial growth in local plug-in vehicle registrations and indicate increasing demand for accessible and reliable EV charging infrastructure.

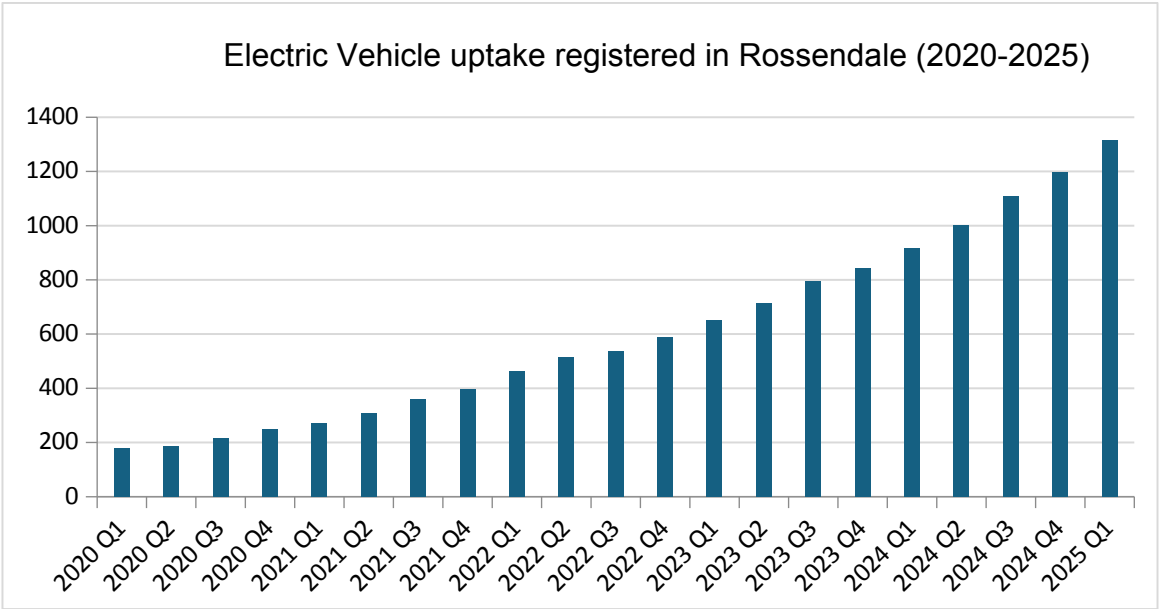

Figure 4- Plug-in Vehicle Registrations in Rossendale (2020–2025) (Source DfT)

[13] Driver and Vehicle Licensing Agency (DVLA) (2025), *Vehicle Licensing Statistics*. Available at: Vehicle licensing statistics data

Rossendale currently has 135 publicly accessible EV charge points across 51 locations. This equates to approximately 184.8 publicly accessible charge points per 100,000 people. While this places Rossendale in a strong position compared with many other local authority areas, this strategy forecasts that approximately 462 publicly accessible charging sockets may be required by 2030 to meet future demand. Figure 5 shows the distribution of existing public EV charging infrastructure across Rossendale, categorised by charging speed.

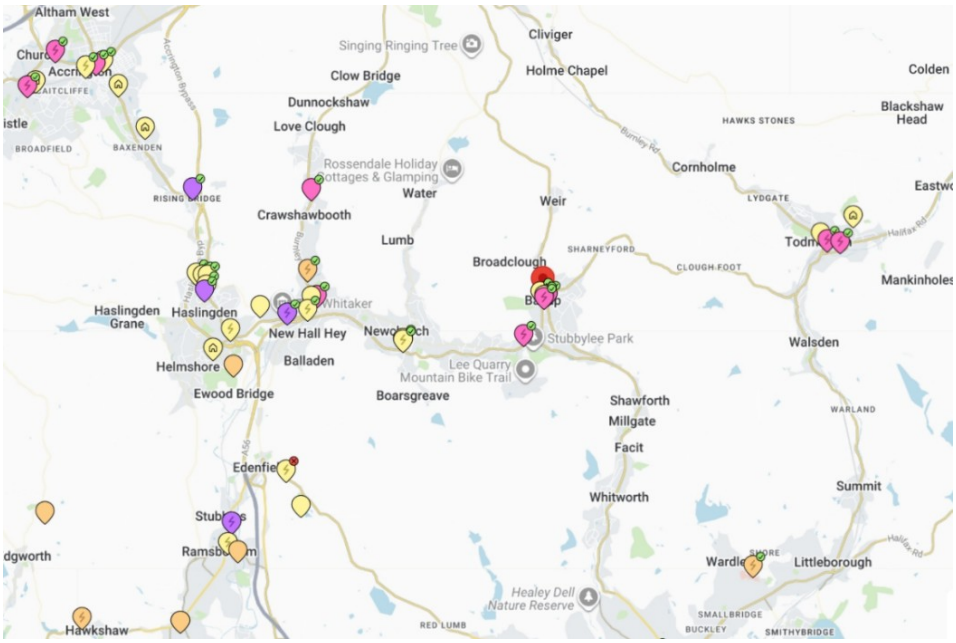

Figure 5- Existing Public EV Charging Infrastructure in Rossendale (Source: Zapmap)

In 2024, Rossendale Borough Council, in partnership with Connected Kerb, delivered a significant expansion of the borough's charging network by installing of 30 publicly accessible charge points across six council-owned sites using funding secured through the Department for Transport's On-Street Residential Chargepoint Scheme (ORCS)[14].

[14] On-Street Residential Chargepoint Scheme (ORCS). Available at: On-Street Residential Chargepoint Scheme guidance for local authorities

Figure 6- Council EV Charge Point Launch Event

Table 1 provides a summary of the scale and composition of the borough's charging network demonstrating that Rossendale benefits from a diverse mix of residential, destination, rapid and ultra-rapid charging infrastructure. However, further investment will be required to support forecast growth in EV uptake and improve the geographic distribution of charging provision, particularly in areas where existing provision is limited.

Table 1: Public EV charging infrastructure in Rossendale by charging category

Charging Speed	Number of Chargers
Standard/Standard Plus (AC)	86
Rapid/Ultra-Rapid (DC)	49
Total Public Chargers	**135**

The charging network includes infrastructure operated by a range of providers, including Connected Kerb (Figure 7), Osprey, Shell Recharge, BP Pulse, Blink (Figure 8), Pod Point, Zest, Evolt, MFG and EVCharge. Together, these public and private sector investments provide access to charging infrastructure within residential areas, public car parks, workplaces, retail destinations and other locations throughout the borough.

The Council also provides information on publicly accessible charging infrastructure through its website, including a link to Zapmap, a widely used platform that enables residents and visitors to locate publicly accessible charge points and plan journeys more effectively.

Figure 7-Connected Kerb On-Street Residential EV Charging Infrastructure in Rossendale

Figure 8- Blink Rapid AC/DC EV Charge Point at Futures Park, Rossendale

These public and private sector investments have established a strong foundation for supporting EV adoption across Rossendale. However, while current charging provision compares favourably with that in many other local authority areas, continued investment will be required to ensure that infrastructure keeps pace with anticipated growth in EV uptake and addresses gaps in provision, particularly in areas where access to charging infrastructure remains limited.

3.1.1. Benchmarking against neighbouring Local Authorities

To understand Rossendale's current position, the borough's public EV charging network has been benchmarked against the eleven other Lancashire district councils using the latest Department for Transport (DfT) public electric vehicle charging infrastructure statistics[15].

The DfT publishes data on public charging provision, including the number of publicly accessible charging devices per 100,000 population. This population adjusted measure enables comparison between local authority areas with different population size. Alongside this, the total number of publicly accessible charging devices provides useful context on the overall scale of infrastructure provision.

Table 2: Public EV charging Infrastructure across Lancashire

Local Authority	Total EV Chargers	Public EV Chargers per 100,000 Population
Rossendale	135	184.8
South Ribble	192	165.4
West Lancashire	167	136.9
Wyre	159	133.9
Lancaster	193	133.1
Fylde	107	125.2
Ribble Valley	81	123.1
Chorley	134	110.9
Burnley	107	107.8
Preston	138	84.7
Pendle	62	62.1
Hyndburn	46	53.5

As illustrated in Table 2, Rossendale currently has 135 publicly accessible EV charging devices. While this places the borough sixth among the Lancashire district councils in terms of the total number of publicly accessible charging devices, Rossendale has a comparatively smaller population than several neighbouring authorities. When provision is adjusted for population, Rossendale has approximately 184.8 publicly accessible EV charging devices per 100,000 population (Figure 9), ranking first among the 12 Lancashire district councils and significantly above the national average.

[15] Department for Transport (2026) *Public Electric Vehicle Charging Infrastructure Statistics: 1 April 2026*. Available at: Electric vehicle charging infrastructure statistics

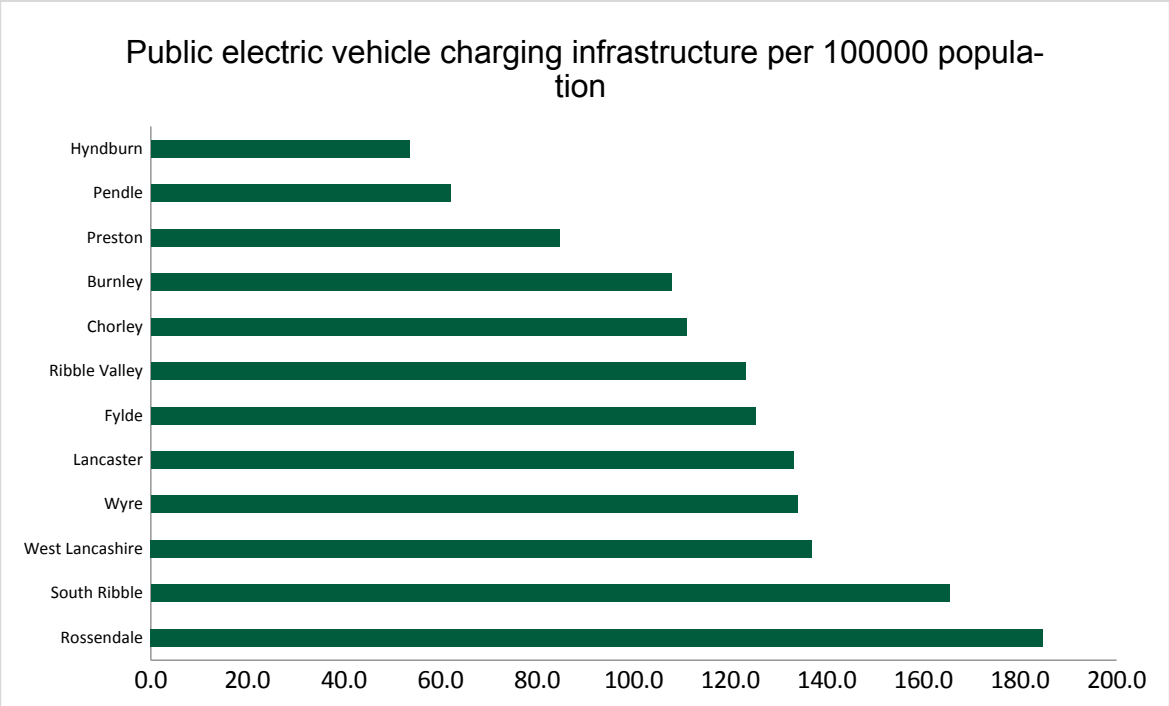

Figure 9- Regional comparison of public charge points per 100,000 population (Source: DfT)

Rossendale has established one of the strongest public EV charging networks in Lancashire relative to its population, reflecting a combination of public and private sector investment, including the Council's proactive approach to securing Government funding and delivering charging infrastructure across the borough. The successful delivery of 30 publicly accessible charge points in 2024 has provided a strong foundation for future expansion.

Despite this strong position, continued investment remains essential. Demand for public charging infrastructure is forecast to increase significantly over the coming decade as EV uptake continues to grow. Future investment will therefore focus on expanding residential charging provision for households without access to off-street parking, increasing destination charging at key town centres and leisure facilities, and supporting the provision of rapid and ultra-rapid charging at suitable strategic locations. The Council will continue to work with Lancashire County Council, relevant Government bodies, delivery partners and private sector charge point operators to secure external funding and attract private investment, building on Rossendale's strong current position while ensuring that charging provision keeps pace with future demand.

3.2. Anticipated future demand

Demand for EV charging infrastructure in Rossendale is expected to increase significantly over the coming decade as the transition to electric vehicles accelerates. This trend is already evident locally, with the number licensed plug-in vehicles in the borough increasing from 249 in Q4 2020 to 1,315 in Q1 2025.[16] Continued growth is expected as vehicle manufacturers increase the proportion of zero-emission vehicles sold in response to the Government's Zero Emission Vehicle (ZEV) Mandate and as residents and businesses continue to transition away from petrol and diesel vehicles.

[16] Driver and Vehicle Licensing Agency (DVLA) (2025), Vehicle Licensing Statistics. Available at: Vehicle licensing statistics data tables

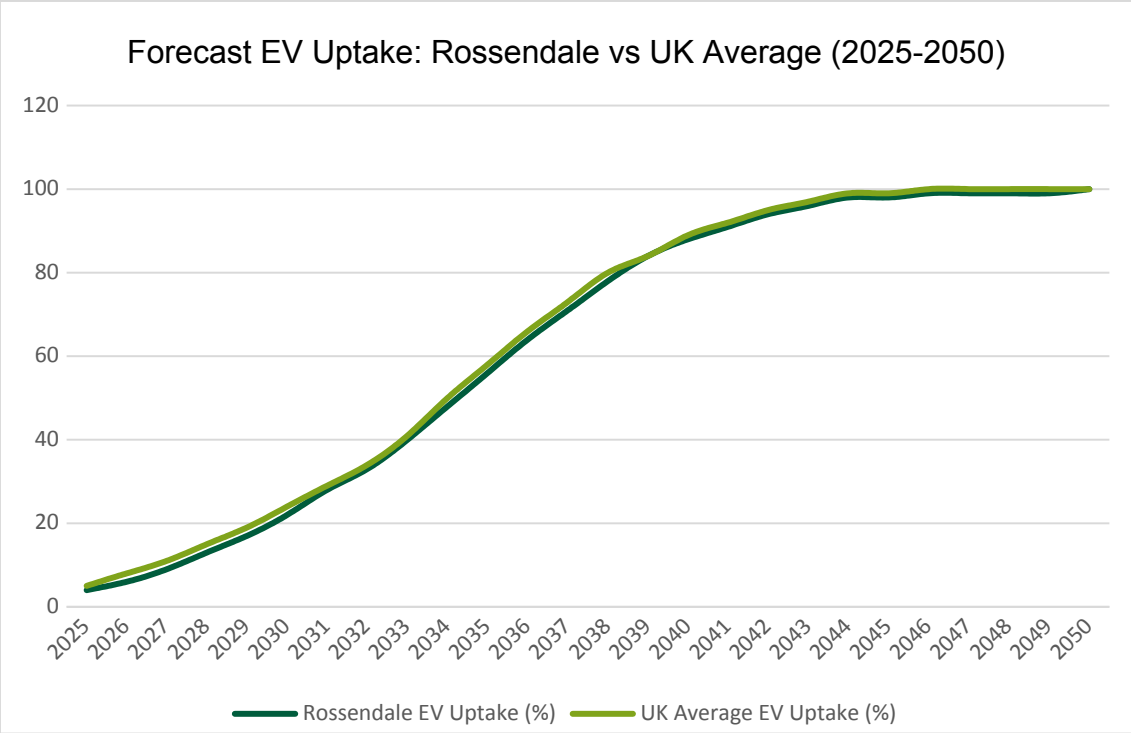

Figure 10- Forecast Public Charging Demand in Rossendale (2025-2035) (Source: Believ)

Analysis undertaken by Believ[17] indicates that substantial additional charging infrastructure will be required to meet future demand. Based on local factors including existing charging provision, household numbers, vehicle ownership levels, housing characteristics and demographic trends, the modelling estimates that Rossendale may require approximately 462 publicly accessible charging sockets by 2030 and approximately 1,211 charging sockets by 2035. These figures should not be interpreted as fixed delivery targets but as indicative estimates to support infrastructure planning, funding applications and engagement with delivery partners. This forecast reflects anticipated growth in EV uptake and should be kept under review as charging technology, vehicle range, infrastructure utilisation and user behaviour continue to evolve.

When compared on a like for like basis with current provision, the forecast indicates that substantial additional charging infrastructure may be required by 2030. However, the actual level and type of infrastructure required will be influenced by future utilisation rates, advances in charging technology, improvements in vehicle battery range, charging behaviour, and infrastructure delivered through programmes such as the Local Electric Vehicle Infrastructure (LEVI) Fund.

While these forecasts should be regarded as indicative rather than definitive, they provide an important evidence base for future infrastructure planning and investment. The forecasts highlight the need for continued expansion of the charging network to ensure that infrastructure provision keeps pace with EV uptake and remains accessible to residents, businesses and visitors.

Future infrastructure delivery will focus on addressing gaps in the existing network, supporting residents without access to off-street parking, increasing charging opportunities within town centres and public car parks, and improving coverage across Rossendale's key settlements, employment areas, visitor destinations and strategic transport corridors.

[17] Believ (2025), Rossendale EV Charging Infrastructure Demand Assessment.

4. Technological Context

4.1. Electric Vehicle Technology and Market Trends

Battery electric vehicles (BEVs) are currently the most mature widely available zero-emission technology offering a practical alternative to internal combustion engine (ICE) vehicles.[18] As vehicle technology continues to improve and the range of available models increases, EV ownership is becoming increasingly accessible to households, businesses and public sector organisations.

Historically, EV uptake has been driven in part by early adopters, including environmentally conscious consumers, businesses seeking to reduce fleet emissions and drivers benefiting from company car tax incentives. However, improvements in vehicle performance, battery range, charging infrastructure and affordability are expected to support wider adoption over the coming decade. EV uptake continues to grow across the UK, although the rate of adoption varies between different areas and user groups. This trend is already evident in Rossendale, where licensed plug-in vehicles increased from 249 in Q4 2020 to 1,315 in Q1 2025.

Home and workplace charging are important components of the overall charging network, enabling vehicles to be charged during periods when they are typically parked for longer periods. Consequently, access to off-street parking remains an important factor influencing access to convenient and affordable charging. This presents a particular challenge in areas with high proportions of terraced housing or limited private parking, reinforcing the importance of publicly accessible charging infrastructure. The significant proportion of residential charging infrastructure already deployed across Rossendale reflects the need to support residents who do not have access to private off-street charging.

Battery technology has improved significantly in recent years, resulting in larger battery capacities, faster charging capabilities and longer driving ranges. Many newer EV models are now capable of travelling more than 250 miles on a single charge, while some vehicles can exceed 400 miles under official test conditions. As battery technology continues to develop, concerns regarding vehicle range are expected to diminish, although access to reliable charging infrastructure will remain essential for maintaining consumer confidence and facilitating longer distance journeys.

The rate at which an EV can charge is determined by both the charging capability of the vehicle and the power output of the charge point. While charging speeds have increased significantly in recent years, older vehicles and lower-powered charge points may require longer charging times. The continued deployment of rapid and ultra-rapid charging infrastructure at appropriate locations will therefore play an important role in supporting future EV uptake and improving the overall user experience.

Table 3: Distribution of vehicles along the battery range

Battery Capacity Category	Estimated Driving Range
Up to 40 kWh	Up to 160 miles
40–50 kWh	160–200 miles
50–70 kWh	200–280 miles
70–90 kWh	280–365 miles
90–100 kWh	365–400 miles
Over 100 kWh	400–500 miles

Table 3 summarises the typical relationship between EV battery capacity and estimated driving range. Many EV models currently available fall within the 50–90 kWh battery capacity range,

[18] Department for Transport (2022), *Taking Charge: The Electric Vehicle Infrastructure Strategy*. Available at: UK electric vehicle infrastructure strategy

providing real world driving ranges that generally exceed the average daily mileage travelled by UK motorists. As EV technology continues to evolve, vehicle range, charging speeds and battery performance are expected to improve further.

Consequently, the focus of future infrastructure planning is increasingly moving beyond concerns about vehicle range towards ensuring that charging facilities are available in convenient locations, are accessible to all users and can accommodate growing demand.

4.2. Electric Vehicle Charging Technologies

A range of EV charging technologies are available, each designed to support different charging behaviours and user requirements. Charging infrastructure is generally categorised according to power output, with higher-powered charge points generally capable of reducing charging times, subject to the charging capability of the vehicle.

Public charging infrastructure should be matched to the expected use and typical vehicle dwell time at each location (Table 4). Standard charging is generally suitable for residential streets and other long-dwell locations where vehicles are parked for extended periods. Standard Plus charging, including 22 kW charge points, may be appropriate for town centres, leisure facilities and destination car parks where medium-duration dwell times are expected. Rapid and ultra-rapid charge points are generally suited to strategic transport corridors and other locations where users require shorter charging times.

Table 4: EV charger types

Charge Point Type	Power Output (kW)	Technology	Use
Standard	3 kW – 7.9 kW	AC	Residential on-street charging, home charging, long-stay parking
Standard Plus	8 kW – 49 kW	AC (some lower-power DC)	Public car parks, workplaces, leisure centres, destination charging
Rapid	50 kW – 149 kW	DC	Retail parks, service stations, fleet charging, en-route charging
Ultra-Rapid	150 kW+	DC	Motorway services, strategic routes, high-turnover charging hubs

While 22 kW charge points can provide significant benefits at higher-turnover destination locations, they are not appropriate for every site. The most suitable charging power will depend on several factors, including dwell time, vehicle charging capability, expected utilisation and available electrical capacity. For many residential streets and other long-stay locations, 7–8 kW charging may remain a practical and cost-effective solution. Consequently, Rossendale Borough Council will adopt a demand-led approach to charge point deployment, ensuring that appropriate charging technology is matched to the needs and characteristics of each location.

The charging speed achieved in practice depends on both the power output of the charge point and the charging capability of the vehicle. While newer EV models are increasingly capable of accepting

higher charging rates, some older vehicles may charge more slowly regardless of charge point power.

Rossendale's charging network currently includes a mixture of standard, standard-plus, rapid and ultra-rapid charge points, enabling residents, businesses and visitors to access charging infrastructure suitable for a variety of journeys and charging needs. As vehicle technology evolves and demand increases, the proportion of rapid and ultra-rapid charging infrastructure may increase, particularly along strategic transport routes and at key destinations.

4.3. Opportunities and challenges of EV charging

The transition to electric vehicles presents significant opportunities for Rossendale, including supporting the Council's climate change objectives, improving air quality and facilitating economic growth. However, the deployment of EV charging infrastructure also presents a number of challenges that will need to be carefully managed to ensure infrastructure is delivered in an equitable, financially sustainable and accessible manner.

Table 5: Opportunities and challenges associated with EV charging infrastructure in Rossendale

Opportunities	Challenges
• Supports the transition from petrol and diesel vehicles to low-emission electric vehicles, helping to reduce carbon emissions and improve air quality. • Chargers may attract EV users to an area and stimulate nearby shops and the local economy. • Charge Point Operators (CPOs) offer concession contracts for chargers at little or no cost to local authorities and which may provide a revenue opportunity in the future. • The Council owns car parks located in urban centres close to both businesses and residential properties which have limited off-road parking. • In the longer term, as EV adoption accelerates, chargers could offer a new revenue stream for Councils.	• Electricity network capacity varies across the borough and may constrain deployment in some locations without costly upgrades. • Maintaining reliable and accessible charging infrastructure remains essential to user confidence and EV adoption. • Commercial viability may be challenging in areas with lower utilisation rates, potentially limiting private sector investment • The delivery and management of charging infrastructure can create ongoing contractual, operational and resource requirements for the Council. • The business case for CPOs remains challenging while demand for EVs is still growing and some operators may not want to operate in low use settings. • Nationally, approximately 25% of households have no access to home EV charging as they park on the street. • On-street chargers require space on the public highway. Some locations may present an obstruction to pedestrians. • On-street parking bays are limited in

	certain areas. Reserving bays for EV users may increase pressure on parking and require resources for the traffic order. • Risk of engraining car dependency and undermining modal shift.

4.4. Accessibility

Ensuring that EV charging infrastructure is accessible and inclusive is a key consideration for the successful deployment of charging infrastructure across Rossendale. As electric vehicle uptake increases, it is important that charging facilities can be used safely, conveniently and independently by all users, including disabled people, older people and those with reduced mobility.

In October 2022, the British Standards Institution (BSI) published *PAS 1899:2022 – Electric Vehicles: Accessible Charging Specification*, which provides a specification for the design and installation of accessible public EV charge points.[19] The specification aims to ensure that public charging infrastructure is designed to meet the needs of a wide range of users and reduce barriers to EV adoption. It addresses several key aspects of charging infrastructure design, including:

- the physical design and usability of charge points.
- The location and positioning of charging equipment.
- The accessibility of surrounding footways, parking bays and the wider public realm.
- A signage, information provision and digital accessibility.
- payment methods and user interfaces.

Rossendale Borough Council will seek to ensure that all future charging infrastructure delivered directly by the Council, or through its delivery partners, is designed with regard to recognised accessibility standards and guidance, including PAS 1899:2022, wherever practicable. Consideration will be given to factors such as sufficient space around charging bays, step-free access, cable management, clear signage and accessible payment options.

5. Strategic aim and objectives

5.1. Our Aim

The overarching aim of the strategy is to support and accelerate the transition to electric vehicles in Rossendale, contributing to the Council's wider ambitions to reduce carbon emissions, improve air quality and support a more sustainable transport system, alongside measures to promote active travel, in line with the *Valley Plan*.

5.2. Strategy Objectives

The Rossendale Electric Vehicle Charging Infrastructure Strategy provides a strategic and operational framework for supporting and enabling the delivery of charging infrastructure across the borough. The Council's objectives are to:

- deliver an accessible, reliable, high quality and strategically distributed EV charging network across Rossendale.
- support the delivery of EV charging infrastructure on council-owned land and assets.

[19] British Standards Institution (2022), *PAS 1899:2022 – Electric Vehicles: Accessible Charging Specification*. Available at: PAS 1899:2022

- increase awareness of and support the uptake of electric vehicles across the borough and lead by example through the Council's own operations and the transition of its fleet.
- work with Lancashire County Council, as the local highway authority, to support the delivery of publicly accessible EV charging infrastructure for residents without access to off-street parking across the borough.
- encourage new developments and major renovations to incorporate accessible EV charging infrastructure in accordance with relevant national requirements and local planning policy.

This Strategy adopts a data-driven approach to understand how the Council can support sustainable investment in the existing network and its future expansion. This will enable future investment decisions to be made in a timely and evidence-based manner, supporting the development of a high-quality charging network that delivers value for money over the operational life of the infrastructure.

5.3. Strategic Priorities

This strategy sets out ten core policies which, together, define the Council's future role in supporting the delivery of electric vehicle charging infrastructure. These policies are supported by the extensive evidence base set out within this report, including a review of relevant policies and strategies, an overview of charging technologies, analysis of existing EV uptake and current charging provision across the borough, and forecasts of future charging demand.

5.3.1. Public charging infrastructure

Rossendale Borough Council has direct control over a number of off-street car parks across the borough, in addition to parking provision at leisure and community facilities. Charging infrastructure in public car parks can provide valuable destination charging opportunities and can also support local residents without access to off-street parking or private home charging.

As EV uptake continues to grow, the Council will monitor the utilisation of charging infrastructure on its land and assets to identify locations where demand is highest and where additional charging provision may be required. This will help inform the timely expansion of charging capacity, reduce the risk of vehicles queuing to charge and minimise the potential for inappropriate parking or congestion within Council car parks and surrounding areas.

Policy EVI01	**Council-led delivery of electric vehicle charging infrastructure**
The Council will seek to enable and support the development of an inclusive, accessible and reliable public EV charging network that responds to current and projected future demand. Where the Council procures or directly supports the installation of new charging infrastructure, it will prioritise: • standard plus (typically 22 kW) charge points at town centres, leisure facilities and destination locations where vehicle dwell times and expected demand support higher power charging. • standard charge points in residential areas with limited access to off-street parking, particularly in locations where there is evidence of current or projected demand for overnight charging. • rapid and ultra-rapid charge points at suitable strategic and high demand locations, where supported by evidence of demand, site suitability, electricity network capacity and commercial viability, including provision that can support taxis, fleet vehicles, car clubs and other high mileage users. The Council will seek to maintain and improve the availability of publicly accessible EV charging infrastructure across the borough, having regard to relevant regional and national benchmarks, while ensuring that investment is targeted towards areas of greatest need and demand. Where	

appropriate, the Council will seek external funding and private sector investment to support the expansion of the charging network and minimise the financial impact on Council budgets.

All council-procured charging infrastructure should, where practicable, use open and interoperable standards, including technology compatible with the Open Charge Point Protocol (OCPP), to support interoperability, effective network management, future flexibility and the ability to change service providers where appropriate.

5.3.2. Residential EV charging

The majority of EV charging currently takes place at home. However, many households in Rossendale do not have access to private driveways or garages and may therefore face challenges in charging an EV conveniently and affordably. National research and stakeholder engagement consistently identify the lack of access to convenient home charging as a significant barrier to EV adoption.

The Council recognises the importance of providing safe and accessible charging solutions for residents without access to off-street parking. The delivery of on-street charging infrastructure will require close collaboration with Lancashire County Council, as the local highway authority, alongside the Distribution Network Operator (DNO), Charge Point Operators (CPOs) and other delivery partners. At the same time, charging infrastructure must be carefully planned and designed to avoid creating unnecessary street clutter, obstructing pedestrian movement or creating barriers to inclusive mobility. Charging cables should not trail across public footways unless an appropriate purpose-designed solution is provided that maintains a safe and accessible pedestrian route and does not create a trip hazard.

Where practical, the Council will seek to prioritise the provision of off-street charging facilities, including neighbourhood charging hubs and charging facilities located within Council-owned car parks and other suitable public locations within reasonable walking distance of residential areas with limited access to off-street parking and private home charging. These facilities can provide a convenient alternative for residents without access to private home charging, while minimising impacts on the public highway.

Where off-street solutions are not feasible, the Council will work with Lancashire County Council and other relevant partners to support appropriate on-street charging infrastructure, including technologies that minimise impacts on pedestrians, accessibility, existing parking arrangements and the wider streetscape. The Council will also continue to monitor emerging technologies and innovative solutions, such as cross-pavement cable channels and gullies, which may provide additional charging options for residents where they can be delivered safely and appropriately.

The Council recognises that some residents, including disabled people and Blue Badge holders, may face additional barriers to accessing EV charging infrastructure. Accessibility and inclusive design principles will therefore be considered throughout the planning, procurement and delivery of future charging infrastructure.

The delivery of public charging infrastructure requires careful planning, appropriate funding, consideration of electricity network capacity and partnership working with a range of stakeholders. While the Council will not generally be able to install charging infrastructure in response to individual requests, it will continue to record and monitor requests for charging facilities and use this information to help identify areas of unmet demand, inform future investment decisions and support funding applications.

Policy EVI02	**Residential charging for properties without off-road parking**

Recognising that limited access to off-street parking and private charging facilities can be a significant barrier to EV adoption, the Council will support the development of a range of appropriate charging solutions for residents and shared vehicle schemes that do not have access to private charging facilities. The Council will consider a hierarchy of solutions based on local circumstances, including off-street residential charging hubs located within reasonable walking distance of residential areas and, where appropriate, suitably designed on-street charging solutions. The most appropriate solution will be determined by factors including local demand, parking patterns, accessibility, highway and footway conditions, electricity network capacity, deliverability, cost and ongoing operational and maintenance requirements. On-street charging solutions should minimise street clutter and avoid adverse impacts on pedestrian movement and accessibility, particularly for disabled people and other vulnerable road and footway users. Where appropriate, the Council will explore innovative and low impact charging solutions that can improve access to residential charging while maintaining safe and accessible streets.	

5.3.3. Council fleet and workplaces

In addition to public charging infrastructure, there are opportunities to provide EV charging facilities at Council offices, depots, parks, leisure facilities and other operational sites to support the transition of the Council's fleet and the uptake of electric vehicles by staff, visitors and partners. In 2024, the Council installed EV charging infrastructure at Futures Park and the Henrietta Street Depot to support the electrification of its vehicle fleet.

The Council is undertaking a comprehensive fleet review to support its ambition to achieve net zero operational emissions. This will help ensure that the Council continues to operate the most appropriate vehicles for service delivery while identifying opportunities to transition suitable vehicles to lower-emission and zero-emission alternatives. Future investment in charging infrastructure at council-owned sites, will support the continued decarbonisation of the fleet.

The Council will continue to consider opportunities to incorporate EV charging infrastructure into future depot developments and other operational facilities, supporting both fleet electrification and wider transport decarbonisation objectives.

Policy EVI03	**Electric vehicle charging infrastructure for staff, partners, and fleet**
The Council will support the provision of EV charging infrastructure at Council operational sites including offices, depots, parks and leisure facilities to facilitate the transition of its fleet, support staff and visitor charging, and contribute to the Council's net zero ambitions. The Council will continue to review opportunities to transition suitable fleet vehicles to lower-emission and zero-emission alternatives and will seek to integrate fleet, workplace and public charging infrastructure where practicable, safe and financially viable.	

5.3.4. EV charging infrastructure in the planning process

Through the planning system, the Council can use its direct influence on development to support the provision of EV charging infrastructure through strategic infrastructure planning, local planning policies, planning guidance and, where appropriate, planning conditions.

Local planning policies in England are guided by the National Planning Policy Framework (NPPF),[20] which plays an important role in ensuring that new development supports the transition to a low-carbon transport system. The NPPF states that the planning system should support the transition to net zero by 2050 and help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, while supporting renewable and low-carbon energy and associated infrastructure.

Paragraph 112 of the NPPF states that, when setting local parking standards for residential and non-residential development, policies should take into account a range of factors, including the need to ensure adequate provision of spaces for charging plug-in and other ultra-low emission vehicles. Furthermore, paragraph 117(e) states that development should be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

The Government introduced Part S of the Building Regulations, supported by Approved Document S, to establish minimum requirements for EV charging infrastructure in new residential and non-residential buildings, buildings undergoing a material change of use to create dwellings, qualifying major renovations, and relevant mixed-use developments. These requirements help to ensure that new and substantially renovated developments are capable of supporting the transition to electric vehicles and reducing barriers to future EV adoption.

The Council will continue to use the planning process, within the scope of national and local planning policy, to support the delivery of EV charging infrastructure in new developments and will work with developers and other stakeholders to ensure that charging provision is appropriate, accessible and future-proofed.

Table 6: National requirements for EVCI in developments and renovations (Source: Approved Document S)

EVCI Requirements	
New residential buildings or material change of use to create dwellings	EV charge points are generally required for the lesser of the number of dwellings or associated parking spaces. For new residential buildings with more than 10 associated parking spaces, cable routes are required for additional spaces without charge points.
Major renovations to residential buildings	Where Part S applies, EV charge point provision is linked to the lesser of the number of dwellings or associated parking spaces, with cable routes for remaining associated parking spaces. The detailed requirements are subject to the applicability criteria and exemptions in Part S.
New non-residential buildings and qualifying major renovations to non-residential buildings	Where there are more than 10 associated parking spaces, at least one parking space must have access to an EV charge point, with cable routes provided for at least one fifth of the

[20] Ministry of Housing, Communities and Local Government (2024), National Planning Policy Framework (NPPF). Available at: National Planning Policy Framework

	remaining parking spaces.
Technical requirements	Charge points installed to meet Part S must provide a reasonable power output, run on a dedicated circuit and be compatible with vehicles that may require access to them. Approved Document S specifies a minimum nominal rated output of 7 kW.

The Approved Document S took effect on 15th June 2022. The transitional arrangements generally mean that the requirements do not apply where a building notice, initial notice or full plans application was submitted before 15th June 2022, provided that the relevant building work commenced before 15 June 2023.

Policy EVI04	**Electric vehicle charging infrastructure in new developments**
All relevant new developments, material changes of use and major renovations should provide electric vehicle charging infrastructure in accordance with the applicable requirements of Part S of the Building Regulations and the supporting Approved Document S (Infrastructure for the Charging of Electric Vehicles), together with any subsequent national requirements, standards or guidance. The Council will explore opportunities to update its parking standards and wider development management guidance to ensure alignment with national requirements and to better reflect the Council's strategic approach to sustainable transport and electric vehicle charging infrastructure. Where the Council or its partners act as the landowner, promoter or developer, the Council will expect the same principles to be applied to relevant development proposals, subject to applicable statutory requirements and site-specific considerations. The provision of electric vehicle charging infrastructure will not, in itself, be considered a justification for providing additional parking spaces beyond the level that would otherwise be considered appropriate for the development.	

5.3.5. Wider public information and promotions

The UK electric vehicle market continues to grow, with battery electric vehicles accounting for approximately one in four new car registrations in 2026 to date. However, this transition is not uniform across all areas of the country. In areas such as Rossendale, where EV ownership remains comparatively lower and many residents lack access to off-street parking, continued investment in public charging infrastructure remains essential to support the next phase of wider EV adoption.

Research commissioned by the DfT highlights perceptions among some consumers that electric vehicles do not fit well with existing parking and driving habits. These perceptions may be reinforced by low awareness, limited knowledge and misconceptions relating to electric vehicle charging, costs and vehicle range. The Council recognises that it can play an important role in helping to address these issues through the provision of and signposting to reliable information and guidance.

Increasing knowledge, understanding and experience of EVs can help address barriers to adoption, challenge misconceptions and provide people with the confidence and reassurance needed to consider the transition to cleaner vehicles. Awareness of available charging infrastructure is also an important factor in supporting EV uptake. The Council has opportunities to use its existing online presence and communication channels to signpost current and prospective EV drivers to reliable

sources of information and to promote the benefits of EVs as part of the wider transition to low-carbon transport. A good example of information designed to address common misconceptions about electric vehicles is provided by the Office for Zero Emission Vehicles (OZEV).[21]

The Council can also help maximise the availability of charging opportunities by promoting private charge point sharing schemes, where appropriate.[22] These schemes enable residents to make their private charging infrastructure available to others and may provide an additional source of income for participating households. While such schemes are not a substitute for a comprehensive public charging network, they may help increase charging availability and flexibility, particularly in areas where public charging provision is currently limited.

Policy EVI05	**Wider public information and promotions**
The Council will use its existing online presence and communication channels to provide and signpost reliable information about electric vehicles and EV charging. This will include information that addresses common misconceptions, improves awareness of the benefits and practical considerations associated with EV ownership and use, and supports the transition to electric vehicles as part of the Council's wider approach to sustainable transport and mobility. The Council will also raise awareness of private EV charge point sharing schemes, where appropriate, as a potential means of improving access to charging and making more effective use of existing private charging infrastructure across the borough.	

5.3.6. Using the Council's broader influence

Commercial car parks

As identified in earlier sections, there is a need to continue expanding the deployment of EV charging infrastructure across the borough to support transport decarbonisation and meet future charging demand. The Council can contribute to this by facilitating the installation of EV charging infrastructure on council-owned car parks. However, given the scale of infrastructure required, the Council alone cannot be responsible for delivering all the public charging infrastructure needed to support the transition to electric vehicles.

Owners and operators of other public and private car parks also have an important role to play in expanding charging provision. Car parks serving large retailers, supermarkets, shopping centres and transport hubs present significant opportunities to provide EV charging infrastructure for residents, visitors and businesses. Like local authority car parks, these facilities can provide valuable charging opportunities for those who are unable to charge an EV at home or in the workplace.

As outlined earlier in this strategy, many commercial organisations are already investing in EV charging infrastructure at their sites. While EV charging provided for customers represents a positive contribution to supporting EV uptake, greater benefits may be realised where charging infrastructure is made more widely available to local residents and other users who do not have access to private home charging.

The Council will use its wider influence to encourage commercial landowners and businesses to install publicly accessible EV charging infrastructure at appropriate locations, with charging speeds matched to expected demand, dwell times and site characteristics. This will complement investment on Council-owned land and help support future charging demand.

[21] Office for Zero Emission Vehicles (OZEV), Electric Vehicle Guidance and Myth-Busting Resources. Available at: Office for Zero Emission Vehicles

[22] Co Charger – Community EV Charging Platform. Available at: Co Charger

Workplace and business charging

Workplace EV charging, provided where public transport and active travel are not practical options, can support commuters in switching to electric vehicles. Workplace charging can also help businesses transition their vehicle fleets to EVs.

The Government's Workplace Charging Scheme provides grant funding to support the installation of charging infrastructure at eligible workplaces. The scheme covers up to 75% of the purchase and installation costs of EV charge points, capped at a maximum of £500 per socket for installations completed on or after 1 April 2026, with support available for up to 40 sockets across an applicant's sites. This funding can help eligible businesses, charities and public sector organisations install EV charging infrastructure for their employees and fleet vehicles.

The Government has also provided a tax exemption for workplace EV charging, meaning that, subject to the relevant conditions, employees do not incur a taxable Benefit-in-Kind when charging electric or plug-in hybrid vehicles using workplace charging facilities provided by their employer.

To further support the reduction of transport emissions, the Council will encourage employers across the borough that provide workplace parking to consider the installation of EV charging infrastructure for staff and fleet vehicles and, where appropriate, visitors. Workplace charging can also support drivers without access to off-street parking at home and enable plug-in hybrid vehicle users to maximise the use of electric driving.

Rapid charging on the strategic road network

The UK has a growing network of rapid and ultra-rapid EV charging infrastructure, with continued investment in expanding high-powered charging provision. The Government's approach is to encourage and leverage private sector investment to build and operate a commercially sustainable public charging network, including rapid and ultra-rapid charging infrastructure. Transport for the North has identified the need for substantial expansion of public EV charging infrastructure across the North of England's road network to support future long-distance and en-route charging demand.

The number of rapid and ultra-rapid charge points continues to grow, with significant investment being made by both public and private sector organisations. Rapid and ultra-rapid charging infrastructure plays an important role in supporting longer-distance travel, commercial fleets, taxis and other users requiring shorter charging times.

Rossendale Borough Council will continue to work with Lancashire County Council, National Highways, charge point operators and other relevant stakeholders to identify opportunities to support the deployment of rapid and ultra-rapid charging infrastructure at appropriate locations within the borough. Subject to evidence of demand, funding availability, planning considerations, site suitability, commercial viability and electricity network capacity, opportunities may exist to provide additional rapid and ultra-rapid charging facilities at strategically located sites, including locations along key transport corridors, public car parks, retail destinations and other suitable locations.

Policy EVI06	**Using the Council's broader influence**
The Council will use its wider influence and partnerships to encourage organisations, businesses and owners and operators of public, commercial and customer car parks, including town and parish councils, to consider the provision of publicly accessible electric vehicle charging infrastructure where appropriate and outside the development management process. The Council will work with its partners and organisations operating council-owned or community	

facilities to identify opportunities for the appropriate rollout of EV charging infrastructure at their sites. Where feasible, charging infrastructure at these locations should be designed and operated to maximise wider community benefits, including opportunities for use by local residents during periods of lower operational or commercial demand, such as overnight.

The Council will also support and facilitate, where appropriate, efforts to improve the availability of rapid and ultra-rapid EV charging infrastructure at suitable locations on or near the strategic and major road networks, in accordance with relevant local and national planning, transport and highways policies.

5.3.7. Charge point monitoring

As EV uptake continues to grow, the Council will monitor the utilisation and performance of charging infrastructure on Council-owned land and assets, alongside charging tariffs, to identify locations experiencing particularly high demand where additional charging infrastructure or capacity may be required. This will help inform future investment decisions and the timely expansion of charging provision, while reducing the risk of drivers queuing to charge their vehicles and associated impacts, such as inappropriate parking or congestion within car parks and surrounding areas.

Policy EVI07	**Monitoring**
The Council will establish and maintain a systematic process for monitoring the utilisation, availability, reliability, performance and tariffs of publicly accessible EV charging infrastructure across the borough. This will include engagement and data sharing, where possible, with charge point operators and other relevant stakeholders in the wider commercial sector. Monitoring will help the Council identify changes in demand and usage patterns, assess the performance of the charging network, identify opportunities for greater coordination between charge point operators, and inform future investment decisions, including the appropriate timing, location and type of additional charging infrastructure. As EV uptake continues to increase, the Council and its partners will use available data and evidence to identify locations experiencing particularly high demand, areas where provision may be insufficient, and emerging gaps in the network. This evidence will support the timely provision of additional charging infrastructure where appropriate and help minimise the risk of persistent congestion and queuing at charging locations.	

5.3.8. Managing energy impacts

EV charging relies on access to the electricity network, which can present challenges where connection capacity is constrained or significant additional electrical demand is proposed. Rapid and ultra-rapid charging hubs can require significant amounts of electricity and high connection capacity, potentially resulting in the need for costly network upgrades, including new substations and transformers. Even standard and Standard Plus installations may require reinforcement of local electricity networks where existing capacity is limited.

Without appropriate planning and demand management mitigation, the transition to electric vehicles could require substantial investment in electricity network infrastructure across the UK.[23] Smart charging can help address these challenges by managing charging demand and encouraging

[23] National Grid Electricity System Operator (ESO), Future Energy Scenarios. Available at: https://www.nationalgrideso.com/future-energy/future-energy-scenarios

charging during off-peak periods when electricity demand is lower. This can help reduce pressure on the electricity network, avoid or defer costly upgrades and enable users to take advantage of lower electricity tariffs. Smart charging technology may also support future vehicle-to-home (V2H) and vehicle-to-grid (V2G) applications, allowing energy stored within EV batteries to be used more flexibly.[24]

Government regulations require most private EV charge points sold for use in homes and workplaces in Great Britain to have smart functionality, subject to specified exemptions. The Council will encourage the use of smart charging technologies where appropriate in publicly and privately funded charging infrastructure and will seek to promote their consideration in relevant planning guidance and future Council-supported infrastructure projects.

Renewable energy generation and energy storage technologies also offer opportunities to support the transition to low-carbon transport. While EVs produce no tailpipe emissions, their wider environmental benefits can be enhanced where vehicles are charged using electricity generated from renewable sources. EV charging infrastructure can also be integrated with solar photovoltaic (PV) generation and battery energy storage systems to help manage charging demand, reduce peak electricity demand and improve energy resilience.

The Council will encourage the integration of renewable energy generation and battery energy storage alongside EV charging infrastructure, particularly where larger charging hubs or new developments are proposed and where technically feasible, financially viable and consistent with relevant planning and design considerations.

Policy EVI08	**Smart charging, renewable energy generation and energy storage**
The Council will seek to maximise the emissions reduction benefits of EVs and minimise the impacts of increased electricity demand from EV charging on local and national electricity networks. This will include promoting, where appropriate, the use of renewable energy for EV charging, encouraging smart and off-peak charging, and supporting approaches that help manage electricity demand from charging infrastructure. The Council will encourage, where technically and financially feasible, the integration of on-site renewable energy generation and battery energy storage systems with EV charging infrastructure. It will also support the use of smart charging technologies and other demand management measures that encourage charging during periods of lower electricity demand or higher availability of renewable electricity, where appropriate.	
Policy EVI09	**Engagement with the Distribution Network Operator**
Recognising that the availability and cost of electricity network connections are important considerations for the successful delivery of EV charging infrastructure, the Council will continue to engage and work with the Distribution Network Operator, Electricity North West, and other relevant stakeholders to understand current and future network capacity, anticipated demand, and potential constraints that may affect the delivery of EV charging infrastructure across the borough. This collaborative approach will help inform the planning and prioritisation of future charging infrastructure, support the early identification of potential network capacity and connection issues, and inform investment decisions and funding opportunities. The Council will encourage early engagement with the Distribution Network Operator and other relevant network stakeholders where significant new charging infrastructure is proposed.	

[24] Department for Transport (2022), Taking Charge: The Electric Vehicle Infrastructure Strategy. Available at: UK electric vehicle infrastructure strategy

5.3.9. Safety and operational considerations

There are several additional considerations that the Council must take into account when promoting, procuring or commissioning new EV charging infrastructure. These include:

- **Liability and maintenance** – Responsibility for the maintenance, operation and safety of charging infrastructure, including the management of potential trip hazards and relevant duty of care obligations, should be clearly established through appropriate ownership, contractual and operational arrangements.

- **Planning and design** – While some EV charging infrastructure benefits from permitted development rights, certain installations may require planning permission depending on their scale, design and location, particularly in heritage settings and other sensitive locations.

- **Road safety** – Charging infrastructure should be designed and positioned to minimise risks to road users, pedestrians and cyclists, while maintaining safe and convenient access to charging facilities.

- **Charge point positioning** – EV charging infrastructure should be designed and positioned with regard to a range of vehicle types and charging configurations, recognising that charging ports may be located at the front, rear or side of vehicles.

- **Management and operation** – Consideration must be given to parking enforcement, signage, Traffic Regulation Orders (TROs), fault reporting, maintenance arrangements, revenue management, data monitoring and customer service requirements.

- **Accessibility** – Charging infrastructure should be designed and installed with regard to recognised accessibility standards and guidance, including BSI PAS 1899:2022 – Electric Vehicles: Accessible Charging Specification.

The Department for Transport's *Electric Vehicle Infrastructure Strategy* sets out a number of principles that should be considered when delivering charging infrastructure. In addition to the matters outlined above, these principles emphasise the importance of supporting active travel and maintaining safe, accessible public spaces.

Accordingly:

- Charge points should not obstruct footways, highways or cycle routes, nor create safety risks for pedestrians or other users.

- Charging cables should not trail across public footways unless an appropriate purpose-designed solution is provided that maintains a safe and accessible pedestrian route. Any solution that creates a trip hazard or unacceptable accessibility barrier will not be considered acceptable.

- Where practical, charging infrastructure should be incorporated into existing street furniture, parking infrastructure or other established infrastructure. Where this is not possible, priority should be given to maintaining safe and convenient access for pedestrians, cyclists and other road users.

- Charging bays should not be provided in locations where parking is otherwise restricted, nor where they would adversely affect traffic flow, pedestrian movement, accessibility or cycling infrastructure.

- Charge point design, location and operation should have regard to recognised accessibility standards and best-practice guidance, including BSI PAS 1899:2022 where applicable.

Policy EVI10	**Situating electric vehicle charging infrastructure**

The Council will seek to ensure that EV charging infrastructure that it delivers, procures or supports is appropriately located, designed and managed. In particular, EV charging infrastructure should:

- not obstruct footways, cycleways or highways, or create a safety risk for road users, particularly pedestrians, disabled people and other vulnerable road users. Charging infrastructure should be located outside the pedestrian clear zone and positioned so as to maintain safe and accessible pedestrian movement.
- avoid the need for charging cables to trail across footways. Where cross pavement charging solutions are proposed, appropriate purpose-designed infrastructure should be used to prevent obstruction maintain accessibility and avoid trip hazards.
- not unnecessarily disrupt traffic flow, the movement of cyclists or pedestrian movement.
- not, in itself, result in the creation of additional parking spaces where parking is not otherwise considered appropriate or permitted.
- minimise unnecessary street clutter and, where practicable, integrate with existing street furniture and infrastructure.
- comply with relevant local and national planning, highway and road safety requirements.
- be designed with accessibility as a core consideration, having regard to relevant standards and guidance, including PAS 1899:2022, *Electric Vehicles – Accessible Charging – Specification*, and any subsequent standards or guidance that update or replace it.

The planning and delivery of all installations give full consideration to liability, planning, road safety, charge point positioning, management and accessibility requirements in accordance with current technical standards, national guidance and best practice.

6. Implementation Plan

6.1. Delivery Approach

The Council will build on the successful delivery of its EV charging infrastructure programme, completed in 2024, which resulted in the installation of 30 publicly accessible charge points across the borough. Future infrastructure development will focus on extending the geographic coverage of residential charging infrastructure, while supporting increased provision of rapid and ultra-rapid charging facilities to meet visitor, leisure, commuter and strategic transport needs.

The Council will seek to support the development of a balanced and well-distributed charging network that meets residential, destination and en-route charging needs, ensuring that residents, businesses and visitors have access to convenient, accessible and reliable charging facilities. Site selection and investment decisions will continue to be informed by evidence of current and projected

demand, anticipated EV uptake, existing charging provision, accessibility, deliverability, commercial viability and electricity network capacity.

The Council's current EV charging infrastructure delivery priorities are set out below:

1. EVI01 – Public charging Infrastructure
2. EVI02 – Council fleet and workplace charging
3. EVI03 – Residential charging infrastructure
4. EVI04 – Strategic rapid and ultra-rapid charging locations
5. EVI05 – Private sector and employment locations

6.2. Site Assessment and identification

An assessment of population density, car ownership levels, traffic flows, housing characteristics, existing charging provision and wider socio-economic factors has been undertaken to identify current and future demand for electric vehicle charging infrastructure across Rossendale. Particular consideration has been given to areas with limited access to off-street parking, where residents are more reliant on public charging infrastructure.

Potential priority locations for future rapid and ultra-rapid charging infrastructure have been identified, taking account of strategic destinations, town centres, leisure facilities, visitor attractions and available space for future expansion. Actual installations will be subject to further site investigation and stakeholder engagement, detailed assessment of electricity network capacity and connection requirements, planning and other relevant approvals, funding availability and, depending on the procurement route, market interest and commercial viability. The Council will seek to progress delivery opportunities where feasible, subject to procurement, funding and delivery timescales. Potential priority locations identified through the assessment include:

Table 7: Potential Council-owned Locations for EV charging Infrastructure

Site	**Area/Ward**
Marl Pits Leisure Centre	Hareholeme & Waterfoot
Adrenaline Centre	Helmshore
The Whitaker	Longholme
The Ashcroft / Riverside	Whitworth
Car Park, John Henry Street	Whitworth
Car Park, Lavengreave	Whitworth
Car Park, North Street	Whitworth
Car Park, Station Road	Whitworth
Kay Street	Hareholme & Waterfoot
Newchurch Road	Hareholme & Waterfoot

James Street	Hareholme & Waterfoot

6.3. Funding

A range of Government grants and funding programmes support the deployment of EV charging infrastructure and the transition to zero-emission transport. These programmes are available to eligible local authorities, businesses, organisations and residents and can help accelerate the expansion of charging infrastructure and EV uptake.

The UK Government has committed significant investment to support the transition to electric vehicles, including funding for public charging infrastructure, residential and workplace charging, and the purchase of eligible zero-emission vehicles. Rossendale Borough Council will continue to promote relevant funding opportunities and work with partners to maximise external investment in the borough's EV charging network.

Government grant and funding programmes are subject to change over the lifetime of this strategy. The Council will therefore continue to monitor emerging national, regional and local funding opportunities and pursue relevant opportunities to support the delivery of EV charging infrastructure across the borough. The principal current or recently available funding programmes relevant to EVs and charging infrastructure are summarised in Table 8.

Electric Vehicle Purchase Grants

The Government provides financial support towards the purchase of eligible zero-emission vehicles through a range of grant schemes. These include the Electric Car Grant and grants for certain other eligible vehicle categories, subject to the requirements of the relevant schemes.

These grants can support residents, businesses, fleet operators and other eligible organisations to transition to zero-emission vehicles. The Council will continue to raise awareness of relevant vehicle grant schemes and other financial support where appropriate.

Local Electric Vehicle Infrastructure Fund (LEVI)

The Local Electric Vehicle Infrastructure (LEVI) Fund supports local authority-led delivery of public EV charging infrastructure in England, with a particular focus on meeting the needs of residents without access to off-street parking. The programme is intended to support the expansion of local charging networks and leverage additional private sector investment.

Rossendale Borough Council is working with Lancashire County Council through the countywide LEVI programme to support the delivery of additional charging infrastructure across the borough, particularly in residential areas where access to off-street parking is limited. The programme is expected to play an important role in expanding local charging provision and supporting future growth in EV uptake across Rossendale.

Workplace Charging Scheme (WCS)

The Workplace Charging Scheme (WCS) provides financial support towards the purchase and installation of EV charge points at eligible workplaces. The scheme is available to eligible businesses, charities, public sector organisations and small accommodation businesses, subject to the scheme's eligibility requirements, and can help organisations provide charging facilities for staff and fleet vehicles.

The Council will encourage eligible local employers and organisations to consider available workplace charging support to facilitate the transition to electric vehicles and expand workplace charging provision across the borough.

EV Chargepoint Grants

The Government provides a range of grant schemes to support the installation of EV charge points at eligible residential properties. Depending on the specific scheme and eligibility requirements, support may be available for eligible renters and flat owners with private off-street parking, households with on-street parking using approved cross-pavement charging solutions, and residential landlords. These schemes can help reduce the cost of installing charging infrastructure and improve access to convenient charging for residents who may otherwise face barriers to EV uptake.

The Council will work with housing providers, landlords, managing agents and other relevant stakeholders to raise awareness of available funding opportunities and encourage their uptake where appropriate.

Private Sector Investment

Alongside Government funding, private sector investment will play an important role in expanding EV charging infrastructure. Charge point operators, infrastructure investors, landowners and other commercial organisations are investing in public charging networks, helping to accelerate deployment at commercially viable locations, including town centres, strategic transport corridors, retail and leisure destinations and other locations where sufficient demand exists.

The Council will seek to facilitate and encourage private sector investment where appropriate, working with charge point operators, infrastructure providers, developers, businesses, landowners and other relevant stakeholders to support the development of a comprehensive, accessible and reliable charging network across the borough. The Council will also seek to ensure that private sector investment complements publicly funded provision and contributes, where possible, to the development of a geographically balanced network.

Table 8: Summary of funding opportunities

Grant	Beneficiary
Electric Car Grant (ECG)	Individuals and businesses purchasing eligible new electric cars.
Local Electric Vehicle Infrastructure (LEVI) Fund	Local authorities in England, supporting local public charging infrastructure, particularly for residents without access to off-street parking.
Workplace Charging Scheme	Eligible businesses, charities, public sector organisations and small accommodation businesses.
Workplace Charging Scheme for State-Funded Education Institutions	State-funded schools and other eligible state-funded education institutions.
Electric Vehicle Chargepoint Grants	Eligible households, renters, flat owners and landlords, depending on the specific grant scheme and eligibility requirements.

Lancashire County Council has successfully secured funding through the Government's Local Electric Vehicle Infrastructure (LEVI) Fund and is leading the delivery of the programme across Lancashire. Rossendale forms part of the countywide LEVI programme and is expected to benefit from the delivery of additional public EV charging infrastructure delivered through the scheme.

At the time of publication, detailed site allocations, the number and type of charge points to be delivered, and installation timescales for Rossendale have not been formally confirmed. However, the programme is expected to play an important role in expanding charging provision across the

borough, particularly in residential areas where access to off-street parking and private home charging is limited.

Rossendale Borough Council will continue to work closely with Lancashire County Council and relevant delivery partners to help ensure that local priorities, evidence of demand and areas with limited existing provision are considered as the programme develops and in future infrastructure deployment decisions.

7. Delivering Accessible and Reliable EV Charging

7.1. Procurement

The EV charging market continues to evolve rapidly, with technologies, business models and commercial arrangements developing in response to increasing EV uptake and demand for charging infrastructure. The installation and operation of EV charging infrastructure require upfront capital investment, together with ongoing expenditure associated with operations, maintenance and service provision.

A significant proportion of project costs can be associated with electricity network connections and any required network reinforcement, particularly for higher-powered charging infrastructure. Charging equipment costs and the range of available technologies have also evolved as the market has matured and competition has increased. Ongoing operational costs typically include inspection, maintenance, repairs, electricity supply, customer support, payment services, data management and back-office systems.

The expansion of the UK's EV charging network has been supported by a combination of Government funding, local authority investment and private sector capital. Government funding programmes administered or supported by the Office for Zero Emission Vehicles (OZEV) and other public bodies have played an important role in accelerating infrastructure deployment. As the market continues to mature, private sector investment and delivery are expected to play an increasingly important role alongside targeted public funding, particularly where charging infrastructure is commercially viable.

Private investors and charge point operators require an appropriate return on investment, and commercial viability can vary significantly according to factors including location, utilisation, electricity connection costs, charging speed, land and parking arrangements and anticipated future demand. Public sector intervention may therefore continue to be important in locations where charging provision is strategically or socially necessary but is not currently commercially attractive.

There are a range of procurement and delivery models available for the deployment of EV charging infrastructure. Table 9 summarises the principal commercial models, their key characteristics and the associated risks and opportunities for the Council.

No single procurement or delivery model will be appropriate for every location or circumstance. The most suitable approach will depend on site-specific factors, market interest, funding availability, commercial viability and the Council's strategic objectives. A combination of delivery models may therefore operate across different sites and types of charging provision across the borough.

Table 9: Summary of EV charging commercial models

Delivery Model	Description	Advantages	Disadvantages
In-House Management	The Council identifies locations, procures and owns the charging infrastructure, and is responsible for its operation and management, either directly or through contracted service providers.	• Greater control over site selection, including the ability to support locations with lower commercial viability • Greater control over tariffs, service standards and network management arrangements • Potential to retain charging revenue • Greater flexibility to align infrastructure deployment with wider Council priorities	• Council bears greater financial and operational risk. • Responsibility for maintenance, repairs, upgrades and asset replacement. • Risk of technological obsolescence and future replacement costs. • Greater exposure to reputational risk arising from poor reliability or customer experience.
Partnership / Concession	The Council enters into an agreement with a private sector charge point operator to install and operate charging infrastructure on council-controlled land or parking assets, with responsibilities and commercial arrangements defined through the contract.	• Reduced upfront capital requirement and operational burden for the Council, depending on the contractual model. • Potential for revenue sharing, concession payments or land rental income. • Access to private sector expertise in installation, operation and maintenance • Opportunities to include performance, maintenance and future upgrade requirements within the agreement	• Reduced direct control compared with Council ownership. • Potentially lower financial returns than full ownership. • Commercial operators may prioritise higher-demand locations or require a portfolio of sites to achieve viability • Procurement and contract management can be complex and resource intensive. • Long-term agreements may reduce flexibility if market conditions or technology change.

Commercially Led	Private sector charge point operators develop and operate charging infrastructure on privately owned land, with limited direct Council involvement beyond its statutory planning and wider enabling roles.	• Minimal direct financial and operational exposure for the Council • Mobilises private sector investment and expertise. • Can support rapid deployment at commercially attractive locations • May complement Council and publicly funded provision.	• Limited Council influence over location, tariffs and service provision. • Commercial investment is likely to concentrate in higher-demand and more profitable locations. • Lower-demand, rural and less commercially attractive areas may remain underserved. • Commercial delivery alone may not achieve the Council's objectives for equitable and geographically balanced charging provision.

Local authorities have adopted a range of approaches to the funding, ownership and operation of EV charging infrastructure. Some early public charging networks involved a high level of direct local authority ownership and control. While this approach can provide greater influence over site selection, tariffs and service standards, it can also require significant financial and staff resources to procure, manage, maintain and upgrade the network. Where responsibilities and contractual arrangements are not clearly defined and effectively managed, local authorities may also be exposed to ongoing revenue pressures and reputational risks associated with poor reliability or customer experience.

As the market has evolved, a wider range of delivery models has emerged. These include arrangements in which private sector charge point operators fund, install, operate and/or maintain charging infrastructure, while local authorities provide access to suitable sites or enter into concession, lease or revenue sharing arrangements. Depending on the contractual structure, these approaches can reduce the financial and operational exposure of local authorities while drawing on private sector investment and expertise.

The delivery of a comprehensive and geographically balanced charging network is likely to require a combination of public funding and private sector investment. Commercial operators may be able to invest directly in locations with strong existing or projected demand, while public funding can help support provision in areas that are strategically important but less commercially attractive. Partnership and concession arrangements can therefore provide an effective mechanism for aligning public sector objectives with private sector investment and operational expertise.

The business case for residential charging infrastructure can be challenging in locations where initial utilisation is low, demand is uncertain or installation and electricity connection costs are high. Public funding can therefore play an important role in reducing investment risk and supporting charging provision for residents without access to off-street parking. The Council will continue to work with Lancashire County Council and other relevant partners to maximise opportunities arising from the Local Electric Vehicle Infrastructure (LEVI) programme and other relevant current and future funding opportunities.

It is not the Council's intention to rely on local authority funding to subsidise the long-term operation of the public charging network. The Council will instead seek to maximise external funding and private sector investment, where appropriate, while ensuring that delivery arrangements support the Council's objectives for accessibility, reliability, geographic coverage and value for money.

The Council will continue to undertake market engagement and explore appropriate procurement opportunities to identify suitable delivery arrangements for EV charging infrastructure across the borough. This may include a combination of public, residential, workplace and fleet charging solutions delivered through one or more delivery partners.

The Council will adopt a flexible approach to procurement and delivery that responds to market conditions, funding opportunities and technological developments, while seeking to achieve value for money, maintain appropriate levels of Council influence and minimise financial and operational risk to the Council.

7.2. Strategic Principles for EV Charging Infrastructure Delivery

The Council will apply the following principles when planning, procuring and delivering EV charging infrastructure across Rossendale:

Integrated

Charging infrastructure should be easy to access and use, with clear and transparent pricing and payment arrangements. New infrastructure should support convenient payment methods and, where applicable, contactless payment, while the use of open and interoperable systems should be encouraged to improve the user experience across different charging networks.

Inclusive

The deployment of charging infrastructure should support equitable access and ensure that residents without access to off-street parking are not disadvantaged in the transition to electric vehicles. Appropriate solutions may include on-street charging, neighbourhood charging hubs and charging facilities at suitable destination, community and transport locations.

The needs of disabled people and those with additional mobility requirements should be considered throughout the planning, design and delivery process, with regard to relevant accessibility standards and guidance, including *PAS 1899:2022 – Electric Vehicles: Accessible Charging Specification* and any subsequent standards or guidance that update or replace it.

Resilient

Charging infrastructure should be planned with regard to current and anticipated future demand, electricity network capacity and technological change. Where appropriate, installations should be designed to support future expansion and increased EV uptake, while opportunities for smart charging, load management and other measures to manage electricity demand should be considered.

Safe and secure

Charging infrastructure should be appropriately located and designed to provide a safe and secure environment for users. Site design should consider lighting, natural surveillance, personal security, traffic movements and the safety of pedestrians, cyclists and other road users.

Reliable and well maintained

A reliable and well-maintained charging network is essential to maintaining user confidence and supporting EV adoption. Charging infrastructure should be appropriately monitored, operated and maintained to minimise downtime and enable faults to be identified and resolved promptly. Users

should be able to access accurate information on charge point availability and operational status wherever possible.

Viable

The delivery and operation of charging infrastructure should represent value for money and seek to minimise long-term financial liabilities to the Council. The Council will consider the most appropriate delivery and commercial model for different locations and, where appropriate, use external funding, private sector investment and partnership arrangements to support the long-term financial and operational sustainability of the charging network.

Environmentally responsible

The Council will encourage opportunities to integrate renewable energy generation, battery energy storage and smart charging technologies with EV charging infrastructure where technically and financially feasible. The environmental impacts of infrastructure delivery should be considered throughout the project lifecycle, including opportunities to use sustainable construction methods and materials, minimise waste and reduce unnecessary energy and resource consumption.

Supporting healthier and more sustainable places

The transition to electric vehicles can contribute to improved local air quality and reduced transport-related emissions. However, EV charging infrastructure should form part of a wider sustainable transport approach and complement measures that encourage walking, cycling, public transport and shared mobility. The expansion of EV charging infrastructure should therefore support, rather than undermine, the creation of healthier, more accessible and sustainable communities.

Accessible public realm

EV charging infrastructure should be designed and located to minimise adverse impacts on pedestrians, cyclists and other users of the public realm. Installations should avoid unnecessary street clutter, maintain safe and accessible pedestrian routes and protect appropriate clear footway widths.

Where infrastructure is located on or adjacent to a footway, the Council will seek to maintain an unobstructed pedestrian clear zone of at least 1.8 metres wherever practicable, taking account of relevant national guidance, accessibility requirements and site-specific circumstances. Charging cables should not create obstructions or trip hazards across pedestrian routes, and appropriate purpose-designed solutions should be used where cross-pavement charging is proposed.

8. Action plan

The Action Plan sets out the measures that the Council will undertake during the strategy period from 2026 to 2030. The Action Plan will be reviewed annually against agreed KPIs and updated where appropriate. The actions also reflect the strategic principles for EV charging infrastructure delivery set out in Section 7.2.

Public Charging Infrastructure

Ref	Actions	Responsible Officer	Cost	Status
EVI01	Identify and prioritise suitable council-owned sites for future public EV charging infrastructure. Develop investment ready EV charging projects and pursue external funding opportunities and private sector partnerships to support delivery.	Director of Economic Development Climate Change Programme Officer	Medium	Ongoing

Residential EV Charging

Ref	Actions	Responsible Officer	Cost	Status
EVI02	Work with Lancashire County Council and charge point operators to support the expansion of residential and on-street charging provision. Prioritise locations with limited off-street parking and high residential demand.	Director of Economic Development Climate Change Programme Officer	Medium	Ongoing

Council fleet and workplaces

Ref	Actions	Responsible Officer	Cost	Status
EVI03	Review opportunities to transition suitable Council fleet vehicles to lower-emission and zero-emission alternatives as vehicles reach the end of their operational life. Assess workplace charging requirements to support Council fleet, staff and, where appropriate, visitor charging.	Head of Environmental Services Climate Change Programme Officer	Medium	Ongoing

New developments

Ref	Actions	Responsible Officer	Cost	Status
EVI04	Encourage developers to incorporate EV charging infrastructure into new developments in accordance with applicable national requirements, Building Regulations and relevant local planning policy. Review opportunities to update relevant parking standards and development management guidance to reflect national requirements and the strategic approach set out in this strategy.	Head of Planning	Low	Ongoing

Wider public information and promotions

Ref	Actions	Responsible Officer	Cost	Status
EVI05	Provide and signpost reliable information on EVs and EV charging through the Council's website and communication channels, including information addressing common misconceptions and available funding support. Maintain up to date information and links to resources that help residents and visitors locate publicly accessible charging infrastructure.	Communications and Engagement Manager	Medium	Ongoing

Using Council broader influence

Ref	Actions	Responsible Officer	Cost	Status
EVI06	Work with local businesses, landowners and other organisations to encourage the provision of appropriate EV charging infrastructure. Work with relevant transport operators, taxi and private hire stakeholders and other fleet	Director of Economic Development Climate Change Programme Officer	Low	Not started

	operators to support access to charging infrastructure that facilitates their transition to lower-emission and zero-emission vehicles.			

Monitoring

Ref	Actions	Responsible Officer	Cost	Status
EVI07	Monitor EV registrations, charge point utilisation, reliability and infrastructure coverage across the borough. Review progress against strategy objectives and update the action plan annually	Climate Change Programme Officer	Low	Ongoing

Managing energy impacts

Ref	Actions	Responsible Officer	Cost	Status
EVI08	Engage with the Distribution Network Operator (DNO) and other relevant stakeholders to understand current and anticipated electricity network capacity, planned investment and potential constraints affecting EV charging infrastructure delivery across Rossendale. Consider opportunities for smart charging, battery energy storage and renewable energy generation to help manage future electricity demand where technically and financially feasible.	Climate Change Programme Officer	Medium	Ongoing

Safety and operational considerations

Ref	Actions	Responsible Officer	Cost	Status
EVI09	Ensure that Council-delivered, procured or supported EV charging infrastructure is designed, installed, operated and maintained with regard to relevant safety standards, accessibility requirements and guidance.	Facilities and Safety Manager Climate Change Programme Officer	Medium	Not started

	Consider accessibility, operational management, liability, fault reporting, customer support and maintenance requirements when developing future charging projects.			

9. Monitoring

The Council will monitor and review EV charging infrastructure across the borough to inform future network expansion, charge point type and power selection, and investment decisions. The collection and analysis of performance data will help the Council identify priority locations for future infrastructure deployment, assess the effectiveness of existing provision and support evidence-based decision-making.

Key Performance Indicators (KPIs) will be used to monitor progress towards the objectives set out in this strategy. The KPIs will be reviewed annually to ensure that they remain relevant, proportionate and aligned with changes in technology, user behaviour and EV adoption. The core KPIs for monitoring progress and the performance of the charging network are set out in Table 10.

The Council will establish a systematic process for monitoring the utilisation, reliability and performance of EV charging infrastructure on Council-owned land and, where data are available, the wider publicly accessible network across the borough, together with charging tariffs where appropriate. This will include engagement and data sharing, where possible, with charge point operators and other relevant stakeholders. As EV uptake increases, monitoring will help identify areas of high demand, gaps in provision and emerging capacity requirements, enabling the Council and its partners to plan future infrastructure at appropriate locations and reduce the risk of persistent congestion and queuing at charging sites.

Monitoring information will be reviewed annually and used to inform future investment decisions, funding applications, infrastructure prioritisation and future reviews of this strategy.

Table 10: Key performance indicators for monitoring EV charging infrastructure performance

KPI	Measure
Utilisation Rate	Average number of charging sessions and energy consumption (kWh) per charge point over a defined reporting period.
Reliability	Percentage of time that charge points are operational and available for use.
Geographic Coverage	Distribution of publicly accessible charging infrastructure across the borough, including identification of areas with limited provision.
Network Growth	Number of new publicly accessible charge points installed annually.
EV Uptake	Annual growth in registered plug-in vehicles within Rossendale.

The final suite of KPIs will be refined as procurement and delivery arrangements are developed and access to performance data improves. The KPIs will be incorporated into the strategy's implementation and monitoring framework and reviewed periodically to ensure that they remain relevant and proportionate. Any additional contract specific performance measures will be incorporated into relevant procurement and contract management arrangements.

10. Glossary

Term / Abbreviation	Definition
BEV	Battery Electric Vehicle
PHEV	Plug-in Hybrid Electric Vehicle
EV	Electric Vehicle
EVCI	Electric Vehicle Charging Infrastructure
LEVI	Local Electric Vehicle Infrastructure Fund
OZEV	Office for Zero Emission Vehicles
DNO	Distribution Network Operator
CPO	Charge Point Operator
OCPP	Open Charge Point Protocol
ZEV	Zero Emission Vehicle
ORCS	On-Street Residential Chargepoint Scheme
DfT	Department for Transport
ICE	Internal Combustion Engine
V2G	Vehicle-to-Grid
V2H	Vehicle-to-Home
TRO	Traffic Regulation Order
PV	Photovoltaic
kW	kilowatt
kWh	kilowatt hour